

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of:)
Yo YANAGIDA et al.)
Serial No.: Not Yet Assigned) Group Art Unit: Not yet assigned
Filed: September 2, 2003) Examiner: Not yet assigned
For: POWER LINE)
COMMUNICATION DEVICE)
FOR VEHICLE)

**Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450**

Sir:

INFORMATION DISCLOSURE STATEMENT UNDER 37 C.F.R. § 1.97(b)

Pursuant to 37 C.F.R. §§1.56 and 1.97(b), applicants bring to the Examiner's attention the document listed on attached Form PTO-1449. A copy of the listed document is attached. Applicants respectfully request that the Examiner consider the document listed on attached Form PTO-1449 and indicate that it was considered by making an appropriate notation on this form.

This Information Disclosure Statement is being filed with the above-referenced application.

The following is listed on the accompanying PTO-1449 and are in a non-English language:

1. Japanese Patent Application No. 10-174282.

In lieu of a statement of relevance or translation of the listed non-English language document, an English-language abstract of the document is enclosed.

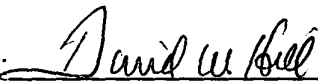
This submission does not represent that a search has been made or that no better art exists and does not constitute an admission that the listed document is material or constitute "prior art." If the Examiner applies the document as prior art against any claim in the application and applicants determine that the cited document does not constitute "prior art" under United States law, applicants reserve the right to present to the office the relevant facts and law regarding the appropriate status of such document. Applicants further reserve the right to take appropriate action to establish the patentability of the disclosed invention over the listed document, should the document be applied against the claims of the present application.

If there is any fee due in connection with the filing of this Statement, please charge the fee to our Deposit Account No. 06-0916.

Respectfully submitted,

FINNEGAN, HENDERSON, FARABOW,
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Dated: September 2, 2003

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Enclosures
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INFORMATION DISCLOSURE CITATION

Atty. Docket No.	06753.0563	Serial No.	
Applicant	Yo YANAGIDA et al.		
Filing Date	September 2, 2003	Group:	

U.S. PATENT DOCUMENTS							
Examiner Initial*		Document Number	Issue Date	Name	Class	Sub Class	Filing Date If Appropriate

FOREIGN PATENT DOCUMENTS							
		Document Number	Publication Date	Country	Class	Sub Class	Translation Yes or No
		10-174282	06/26/03	Japan			Abstract

OTHER DOCUMENTS (Including Author, Title, Date, Pertinent Pages, Etc.)	

Examiner	Date Considered
*Examiner: Initial if reference considered, whether or not citation is in conformance with MPEP 609; draw line through citation if not in conformance and not considered. Include copy of this form with next communication to applicant.	
Form PTO 1449	Patent and Trademark Office - U.S. Department of Commerce

SIGNAL TRANSMISSION SYSTEM

Patent Number: JP10174282
Publication date: 1998-06-26
Inventor(s): KISHIMOTO OSAMU; KISHIMOTO SATORU
Applicant(s): FUJITSU TEN LTD
Requested Patent: ☐ JP10174282
Application Number: JP19960329397 19961210
Priority Number(s):
IPC Classification: H02J1/00
EC Classification:
Equivalents: JP3288944B2

Abstract

PROBLEM TO BE SOLVED: To enable the easy security of installation place of a harness and the reduction of the cost by providing a signal transmission system with a comparator for detecting the fluctuating power voltage resulting from the switching of a switch circuit, within an ECU.

SOLUTION: A resistor R2 is connected to one end of the switch S of a signal transmission system 10, and the voltage applied to a terminal 11a fluctuates by the switch S being switched, and the voltage value applied to an unreversed input terminal 15a changes. Then, the signal Vout outputted from the output terminal 15c fluctuates, and ECU 12 can read WON/OFF of the signal from a sun module 11, so the power line 17 can bear the role of the signal line. Moreover, in case it is mounted on a vehicle, it will do to lead the GND to the car body, consequently the harness between the sensor module 17 and ECU 12 can be lightened to one line of the power line 17. As a result, the arrangement place of the harness can be secured easily, and the cost can also be reduced.

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